



**Traffic Safety Council  
November 4, 2004**

Nine members of the Traffic Safety Council participated. The following transportation issues were raised during the discussion:

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan by WisDOT staff: WisDOT staff provided an overview of Connections 2030 and its process and reviewed the public survey recently conducted. Plan alternatives should be available for public comment in July of 2005. The plan is scheduled to be completed in 2006.
2. Gathering of input from the members of the Traffic Safety Council: Discussion focused on the following issues:
  - TSC members indicated that they were impressed with Oregon's long-range, comprehensive transportation plan and, within that plan, the Transportation Safety Action Plan. They also liked Oregon's ability to specifically link policies to detailed, system improvements, law changes, budgets and program operations and indicated his desire to have C2030 have more direct links to improve the plan's overall effectiveness. This approach represented a more effective model as opposed to just maintaining consistency with other plans and programs currently undertaken by the Department. The need for specific performance measures to measure program effectiveness in order to keep the Department accountable, moving forward and on-track was emphasized. It was noted that in Oregon, agencies are required to submit annual performance measures reports.
  - BOP staff indicated that it was their intent to develop an overall, implementation plan for C2030 to help address many of the issues that were raised. They agreed that having a more direct linkage would represent a good goal.
  - BOP staff mentioned that not all areas within the plan lend themselves to performance standards and that planning staff was still trying to assess how to build evaluation into the process for these areas.
  - Another member stated that he would like to see planning staff take the top ten initiatives from the Draft, Strategic Highway Safety Plan to the public for their comments as part of the outreach efforts for C2030. BOP staff responded that including specific strategies from the Strategic Highway Safety Plan may be difficult given that the policies in C2030 are often more general and broader than the Strategic Highway Safety Plan.

- Another member indicated the need for C2030 to address the issue of older drivers and mobility. More frequent testing of drivers is one alternative. However, the issue is much more pervasive as it influences not only safety, but how older people will travel including design/engineering issues such as signage, engineering improvements (in addition to law changes and enforcement of those laws).
- A TSC member raised the issue that many times, safety is not considered as an inherent part of the planning process. For example, when roadways, bicycles and pedestrian facilities are being proposed, often how these facilities will be taken care of or enforced is not being built into the process. He indicated that the funding of enforcement should be considered in every built project. He also suggested that safety considerations should be “moved up” in the process.
- BOP staff responded that previously, the Department has addressed safety in the development of modal plans (e.g., Pedestrian Policy Plan, Bicycle Design Guide) and that BOP is in the process of developing a pedestrian best practices guide which includes safety considerations. However, they agreed that the extent to which safety is addressed in plans (throughout the Department) is open for debate.
- Another member indicated that just passing a law does not guarantee that the level of safety has improved. Actions such as maintenance and enforcement must be taken in order to make sure that the spirit of the law is actually being carried out.
- A TSC member indicated that pavement conditions are raising more issues about the level of safety throughout the state and agreed that maintenance is an area which needs more attention and should be addressed.
- The issue of large trucks and their effect on the highway system including consideration of inspections, size and weight enforcement was raised. BOP staff noted that freight shipment is expected to double over the next planning period and agreed that the issue raises safety issues as well as citizen perceptions of safety issues with large trucks. As a result, he indicated that large trucks would be addressed within the plan (they also noted that they have received many comments from citizens up north regarding logging trucks).
- After the discussion, Casey asked TSC members to complete a survey that has been used as part of the public outreach for Connections 2030 (for those who did not attend the meeting, please contact Casey Newman in Planning if you would like to fill one out). Casey also noted that after the public/agency input stage of the process was complete, there would also be opportunities to comment on drafts of the plan once it has been developed.